

A1
CA
full extension of the brake pedal shaft upward through said [shaft;] slot. [and] A locking [means] mechanism is associated with the [second] first arm for locking [the] an underside of the pedal shaft within the slot such that the brake pedal cannot be depressed.

In the Specification:

Please amend the specification as follows:

Replace the paragraphs beginning at column 3, lines 46, 48, 51, 53, 55, 58 and 61 with the following paragraphs, respectively:

A2
FIG. 1 is [an elevational] a perspective view of the brake anti-theft device of the present invention.

A3
FIG. 2 is [an elevational] a perspective view of the handle and lock pin utilized with the brake lock mechanism of the brake anti-theft device of the present invention.

A4
FIG. 3 is [an elevational] a perspective view of the brake locking anti-theft device of the present invention in an inactive position.

A5
FIG. 4 is [an elevational] a perspective view of the brake locking anti-theft device of the present invention in an activated state.

A6
FIG. 5 is a [side perspective] front elevational view of an alternative embodiment of the brake locking anti-theft device of the present invention.

A7
FIG. 6 is a [perspective] right side elevational view of the alternative embodiment of the brake locking anti-theft device of present invention [along line 6—6 of] shown in FIG. 5.

A8
FIG. 7 is a partial perspective view of yet an additional base embodiment for use in the present invention.

Replace the paragraph beginning at column 4, line 27 with the following:

For purposes of explanation the present invention is now described in the context of a device which locks a brake pedal 50 in an upward position, thus preventing the disabling of the BPSI of the vehicle. Referring now to FIGS. 1 to 4, the brake lock anti-theft device of the present invention 10 comprises a base 12 which is placed on the floor of the vehicle adjacent to the brake pedal 50 and shaft 13. The base 12 thereby is affixed flush to the floorboard 35 of the vehicle directly below the brake pedal 50 and pedal shaft 13.

Replace the paragraph beginning at column 4, line 36 with the following:

A10
Extending from the base 12 is a U-shaped steel housing 14 which extends downward. The U-shaped housing comprises two arms 16, 18. One arm 16 of the U-shaped housing is shorter than the other 18 thereby defining an opening 20 which extends to a slot 22 defined by the space between the arms legs of the U-shaped housing 14. The opening 20 facilitates the placement and removal of the brake pedal shaft 13. In a preferred embodiment, slot 22 should have an approximate width of the steel brake pedal

A10
OK

shaft 13 such that the brake pedal shaft 13 extends through the slot 22 and up to a
extended position. In this position, the pedal 50 can be depressed freely as it extends
downward through said slot 22.

Replace the paragraph beginning at column 4, line 50 with the following:

A11
T03020

The invention further comprises a locking mechanism 32 associated with a second
leg 18 of the U-shaped housing 14. The second leg 18 of the U-shaped housing 14
includes a cylindrical tube 24 designed to encase a slidable locking pin 26 which is
attached to the end of an extendible rod 28. The rod 28 contains machined lock ratchets
or serrations 30 which extend out the tube of the rectangular steel housing to a locking
mechanism 32. The second end of the rod 28 comprises a handle 34 which is used to pull
the rod upward.

Replace the paragraph beginning at column 4, line 59 as follows:

A12

The preferred locking mechanism or means 32 which is utilized in the present
invention may be a commercially available key operated steering wheel locking
mechanism[s]. There are other locking mechanisms suggested by the present invention
including combination locks. Locking mechanism or means 32 locks the machine locked
ratchets 30 at the appropriate point. As shown most clearly in FIG. 4, as the rod 28
extends upward, the pin 26 enters the slot 22, pulls up (Arrow A) and secures the bottom
of the brake [petal] pedal shaft 13 in an upward or unextended position so that it cannot
be depressed. In this position, after being locked into place by pin 26, the brake pedal

A12
Cont.
shaft 13 cannot be depressed. Because the pedal 50 cannot be depressed, the car cannot be placed in gear.

Replace the paragraph beginning at column 5, line 6 with the following:

A13
An alternative embodiment of the present invention is shown in FIGS. 5 and 6. As shown in FIG. 5, the base 12 and bottom of leg 16 are beveled at 45 degree angles so that the brake pedal shaft 13 can more easily be guided into and out of the slot 22 when the device is [place] placed on and removed from the brake pedal shaft 13.

Replace the paragraph beginning at column 5, line 28 with the following:

A14
The operation of the present invention is now described with reference to the enclosed Figures and most particularly FIGS. 3 through 6. The driver or operator desiring to utilize the device 10 will unlock the device 10 and lower the pin 26 all the way down to the base 12 via the handle 34. The base 12 will then be placed on the floor board 35 under the brake pedal 50 and brake pedal shaft 13. The brake pedal shaft 13 will then extend through the opening 20 in the U-shaped housing 14 and into the slot 22 with the base 12 positioned squarely on the floor board 35 of the vehicle. The operator will then pull up the handle 34 (Arrow B) thus raising the locking pin 26 upward into the slot 22 and securing the [base] brake pedal shaft 13 at its bottom in an upward position. As shown in the alternative embodiment of FIGS. 5 and 6, the operator can place his foot on extension 36 to maximize the downward thrust of the device against the floor board 35 of the vehicle. Studs 40 secure the device against the floorboard 35 or carpet. The vehicle